

INFORMATION FOR VOTERS

Publication of the Constitutional Amendments to Be Made.
COPY TO BE GIVEN OUT NEXT WEEK

Must Be Inserted in Some Paper in Each County in the State—Nebraska Populists Official Train.

LINCOLN, July 17.—(Special.)—Secretary of State Piper has prepared the copy for publication of the constitutional amendments, as provided by law. There are twelve amendments and cover about 3,225 words. They will be published in one paper in each county and the cost for each county is estimated at \$225. If more than one paper wishes to divide this amount they can be published in more than one paper. The amendments, as prepared, are all together, with the certificate of the secretary of state, and will be given out next week at once, so that it would be necessary for the governor to issue a special proclamation, previous to election, for these amendments, and the question was submitted to Attorney General Churchill. He has decided that incorporation of the amendments in his proclamation for a general election will be sufficient. The secretary of state says he will give out the copy to the press Wednesday.

POPS LEAVE FOR ST. LOUIS SUNDAY.
The official train of Nebraska populists, carrying the fifty-seven delegates from Nebraska to St. Louis, will leave Lincoln at 12:30 Sunday afternoon. It is expected that some 500 populists in different parts of the state will leave Nebraska, but all will not travel on this train. Headquarters of the Nebraska delegation will be at the Lindell hotel, in St. Louis, but rooms and other accommodations have been secured at the St. James. A meeting of the Nebraska delegation will be held at 10 o'clock Monday, in St. Louis, to arrange plans for the endorsement of Bryan by the convention.

Condition of the State Crops.
CORN WILL BE A SPLENDID YIELD, BUT OUTS ARE WEAK.
WAUNETA, Neb., July 17.—(Special.)—Rain is falling here today in torrents, and it cannot be a day too soon, as corn and the gardens were needing it badly. In fact, some few fields of corn are now damaged considerably by reason of drought. The rain is being driven with quite a strong wind. No damage is feared.

SHREVE, Neb., July 17.—(Special.)—In the comparison of the crops of the out fields was seen yesterday. The roasting and sizzling of the partly dried mass could be heard half a mile away. The majority of the grain is in the hands of the farmers, and the fields are being burned and plowed under. Those who plow say that the corn stalks will make a fine fertilizer for next year's crop.

WOODMAN DAY AT THE NEELE REUNION.
ELGIN, Neb., July 17.—(Special.)—Wednesday was Woodman day at the Neele reunion and the Elgin camp had a clean walk-away, taking all premiums wherein they contested. One was a silver pitcher for the best camp display, another a silver service for the rope contest, both being easily won by the Woodman camp. The display of six floats most beautifully decorated and each emblematic of the order was greatly admired. The curiosity of the public was gratified by the sight of their goat. He is a large one and a hard worker, but with very well ridden. Their display met with hearty approval. The Elgin floaters are up to date and a handsomely equipped lodge.

RETURNS FROM A FOREIGN MISSION.
NEBRASKA CITY, July 17.—(Special.)—John Mattes, Jr., who was appointed special agent of the United States Agricultural department to Germany, returned to the city today after an absence of more than three years. Mattes is a democrat of the old school and expects to be elected to the legislature and the Elgin camp had a clean walk-away, taking all premiums wherein they contested. One was a silver pitcher for the best camp display, another a silver service for the rope contest, both being easily won by the Woodman camp.

BURWELL SCHOOL MATTERS.
BURWELL, Neb., July 17.—(Special.)—At a meeting of the school board Wednesday night for the purpose of electing teachers for the coming year James Cummings was elected principal, William Blaine for the intermediate and Miss Jennie Smith for the primary. Prof. Cummings and Mrs. Blaine were employed last year.

LONG PINE CHAUTAUQU OPENS.
LONG PINE, Neb., July 17.—(Special Telegram.)—The Chautauqu opened tonight with a good attendance. Rev. J. M. Bates gave the address of welcome. Tomorrow will be observed by the school and the Governor Holcomb and others will speak.

BURLINGTON EMPLOYE BADLY INJURED.
BURLINGTON, July 17.—(Special.)—William Connor, an employee of the Burlington dirt train, fell between the cars today and narrowly escaped being ground to pieces. He was struck by a brake beam and badly injured internally.

IOWA BUSINESS MAN ABSCONDS.
FRANK FIELDING OF HASTINGS LEAVES HASTINGS, Ia., July 17.—(Special.)—Frank Fielding, a harness maker here, and also manager of Hathaway's Implement store, has absconded. He took \$75 that he had collected for Hathaway. He had also bought two buggies of him and disposed of them, and had bought several hundred dollars worth of leather on Hathaway's credit, unknown to him. Fielding came here from Red Oak about a year ago, and had up to this time acted the gentleman and not yet completed. A Des Moines firm and local parties here have attached everything that is available, but there is not near enough property to pay all the debts.

OREGON RAILWAY & NAVIGATION.

Another Official Step Taken in the Reorganization Plan.
PORTLAND, Ore., July 17.—Another official step toward the reorganization of the Oregon Railway & Navigation Company was taken today by the filing in the office of the county clerk of articles of incorporation of the Oregon Railway & Navigation Company, with Henry Failing, E. McNeil and W. W. Cotton as incorporators. The capital stock of the new company is fixed at \$35,000,000.

The company is to operate and conduct the lines of the former Oregon Railway & Navigation Company system, both railroad and steamship, and to build and operate the lines contemplated by the former company. The capital stock is to be divided into two classes. First, preferred stock to the amount of \$11,000,000, second, common stock to the amount of \$24,000,000. The preferred stock is to be entitled to receive dividends, if declared, to the amount of 4 per cent per annum, non-cumulative, before any dividend shall be paid on common stock. The common stock is to be entitled, after the payment of 4 per cent dividends declared during the same year, up to 4 per cent per annum, to the extent of \$70,000, to be divided to the common stock, all dividends declared during the year are to be distributed pro rata to the holders of common stock. The preferred stock is to be increased without the consent of the stockholders of the corporation.

LARGE PIANO DEALERS ASSIGN.

Hallett & Davis' Chicago House Falls for Lack of Business.
CHICAGO, July 17.—The Hallett & Davis company, dealers in pianos and organs, made an assignment to the federal court today to George C. Aldrich. A statement of assets showing assets of \$283,000; liabilities, \$100,000.

The concern was organized less than two years ago, and was a distinct and separate from the old Hallett & Davis company. The Boston company owned \$100,000 of the paid-up capital of \$200,000, and is a creditor in full to the extent of \$70,000. L. D. Thoman, attorney for the company, said the failure was due to the stringency in the money market and general bad business. The company had exceeded the liabilities to such an extent that the concern will be able to pay all its debts and resume business. Mr. Thoman said the assignment does not in any way affect the old company in Boston, although the latter is one of the largest creditors. The Chicago house was not a branch of the Boston company, but handled the goods of the latter principally.

NUMBER OF IMMIGRANTS IS LARGER.

INCREASE OF EIGHTY-FOUR THOUSAND LAST YEAR OVER YEAR PREVIOUS.
WASHINGTON, July 17.—A statement prepared by the commissioners of immigration shows the number of immigrants who arrived in this country during the fiscal year ended June 30, 1895, to have been 343,267, as compared with 258,533 during the fiscal year of 1894. Of the whole number, 212,456 were males, and 130,811 females. The countries from which the immigrants came are given as follows: Austria-Hungary, 55,103; Italy, 47,841; Germany, 47,841; France, 47,841; United Kingdom, 47,841; all other countries, 51,446. The whole number deported and returned during the year was 3,037, as follows: Austria-Hungary, 2,010; contract laborers, 776; Idiot, 1; insane, 2; United Kingdom, 1; returned within one year because of their having become public charges, 238. The number deported and returned in 1895 was 2,596.

Secretary Carlisle Takes a Trip.
WASHINGTON, July 17.—Secretary of War Carlisle, accompanied by Mrs. William K. Carlisle and their children, Jane, Laura and Master John G. Carlisle, left the city yesterday afternoon for an outing. They embarked upon the lightship tender Viola for the Chesapeake bay. They will be gone several days.

WAR MATERIAL FOR INSURGENTS.

STEAMER BERGUDA READY TO SAIL WITH ANOTHER LOAD.
NEW YORK, July 17.—The Herald this morning says: Much activity has been observed at the Cuban headquarters during the last three days, due to preparations for an expedition which is to sail very soon on the steamer Berguda. The steamer, a three-masted schooner, has all been overhauled at Philadelphia and her speed power has been increased. The expedition, which has been delayed by the outbreak of the war, will leave Philadelphia for the Bermudas, and will be commanded by Captain John G. Walker, an old veteran of the late war. The vessel, twenty cases of rifles and nearly 200 hermetically sealed boxes of cartridges have been sent to Philadelphia within the last three days, but there are not one-quarter of the war material which will be shipped or has been shipped aboard the steamer.

LITTLE OHIO GIRL DIES OF FEAR.

HOUSATON FORTNIGHT SCARED BY THOUGHT OF PUBLICITY.
CINCINNATI, July 17.—A special from Zanesville, O., says: Rosanna, the 19-year-old daughter of Mrs. James W. Fortn, died today under peculiar circumstances. She was a bright girl, who read everything she could find, and after the St. Louis hurricane was the victim of nervous prostration. She read the harrowing details of that calamity in the newspapers, and when the hurricane struck she was so terrified that she died of the effects of which she died today.

DROWNED IN A SUDDEN SNAIL.

LORAIN, O., July 17.—While on their way from Sandusky to this port in a small boat yesterday afternoon, George Alexander and John Alheit were drowned. The two, in company with a man named Cutcherback, were using a man port. When about two miles out a squall struck and upset the boat.

QUERREL OVER A PILE OF LAND.

PERRY, Okl., July 17.—At a small town in the eastern part of this county, Allen R. Cook, a lawyer and farmer, was found buried in a cornfield. Dock Bennett, J. Montgomery and Charles Hunt have been named in a charge of murdering Cook. Cook and Bennett were claimants for the same tract of land.

GEORGE GOULD WINS HIS SUIT.

NE WYORK, July 17.—George J. Gould has won his suit to prevent the collection of an inheritance tax on \$5,000,000 bequeathed to him by his father, the late Jay Gould. It was claimed that the bequest was subject to a charge for services rendered, and this contention was sustained by the court.

SALE OF THE BIG CHINA RANCH.

LOS ANGELES, July 17.—Negotiations for the sale of the great China ranch, which contains 52,000 acres, to an English syndicate are about complete. The syndicate is represented here by John F. Gilmore and the papers of sale are now being drawn up. The purchase price is said to be \$1,000,000.

SHOT A VALUABLE RABBIT.

SAN FRANCISCO, July 17.—Realization, the well known race horse, was shot today as the result of an incurable disease which affected one of his legs.

BUCKLE'S ARNICA SALVE.

The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever, sore, tetter, chapped hands, chilblains, corns and all skin eruptions, and positively cures piles or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale by Kuhn & Co.

CONCESSIONS TO FIREMEN

Union Pacific Offers Them Stopover Privileges on the Return Trip.
ALSO GIVES THEM CHOICE OF ROUTES

Other Roads Expected to Get Into Line and Make About the Same Concessions—Railway Notes and Personalities.

The Union Pacific has broken away from other western roads in the conditions binding the sale of tickets to the annual convention of veteran firemen about to be held in Salt Lake City. The rate adopted by roads in the Western Passenger association was one regular fare, plus \$2, on the certificate plan, for the round trip. The Union Pacific also offered the choice of diverse routes west of Colorado common points to the firemen, and further allowed them stop-over privileges west of Colorado common points on the return trip. None of the other roads have as yet announced that they will offer the same inducements, but it is likely that all will do so.

Speaking of the matter, a Union Pacific official said: "Yes, it is true that we have granted concessions to the purchasers of tickets for the firemen's convention. We believed that such action was necessary, as a great many of the firemen are coming from New York City and other eastern points. We are informed on good authority that if they were compelled to go and make the same route and were not allowed to make any stops, that a large proportion of them would abandon the trip. These people do not make western trips every year, and they would like to see as much of the country as possible. We thought for the purpose of securing a large attendance to the convention, especially from the east, that the choice of routes west of Colorado common points and the choice of stopovers in the same territory were granted."

POOR YEAR FOR THE RAILROADS.

Many of Them Went Under Foreclosure Sale.
"The disappointing conditions which have characterized the business of the country thus far this year are inevitably reflected in the record of railway defaults and repossessions," says the Railway Age. The year 1895 witnessed a marked diminution in the number and amount of repossessions compared with previous years, as a result of the prevalent feeling that good times were at hand; but as the end of the year drew near, the railway business began to show a decline, and as not a few companies have found their receipts in the present year even less than in the poor year preceding, some of them have been obliged to attempt to meet their obligations and temporary relief afforded by the courts.

"Hence it need not surprise those who have studied the situation to find that in respect to number of companies, mileage, bonded obligations and capital stock, the railway business of the first six months of 1896 shows a very large increase over that of the corresponding period of 1895. The figures for these periods, and also for three full years, are as follows:

	No. roads.	Mileage.	Bonds. and stock.
First half of 1896.....	11	2,896	\$ 1,702,100
First half of 1897.....	11	2,409	1,496,615
First year 1896.....	21	4,069	2,667,075
First year 1897.....	21	3,818	2,493,230
First year 1898.....	21	3,818	2,493,230
First year 1899.....	21	3,818	2,493,230
First year 1900.....	21	3,818	2,493,230
First year 1901.....	21	3,818	2,493,230
First year 1902.....	21	3,818	2,493,230
First year 1903.....	21	3,818	2,493,230
First year 1904.....	21	3,818	2,493,230
First year 1905.....	21	3,818	2,493,230
First year 1906.....	21	3,818	2,493,230
First year 1907.....	21	3,818	2,493,230
First year 1908.....	21	3,818	2,493,230
First year 1909.....	21	3,818	2,493,230
First year 1910.....	21	3,818	2,493,230
First year 1911.....	21	3,818	2,493,230
First year 1912.....	21	3,818	2,493,230
First year 1913.....	21	3,818	2,493,230
First year 1914.....	21	3,818	2,493,230
First year 1915.....	21	3,818	2,493,230
First year 1916.....	21	3,818	2,493,230
First year 1917.....	21	3,818	2,493,230
First year 1918.....	21	3,818	2,493,230
First year 1919.....	21	3,818	2,493,230
First year 1920.....	21	3,818	2,493,230
First year 1921.....	21	3,818	2,493,230
First year 1922.....	21	3,818	2,493,230
First year 1923.....	21	3,818	2,493,230
First year 1924.....	21	3,818	2,493,230
First year 1925.....	21	3,818	2,493,230
First year 1926.....	21	3,818	2,493,230
First year 1927.....	21	3,818	2,493,230
First year 1928.....	21	3,818	2,493,230
First year 1929.....	21	3,818	2,493,230
First year 1930.....	21	3,818	2,493,230
First year 1931.....	21	3,818	2,493,230
First year 1932.....	21	3,818	2,493,230
First year 1933.....	21	3,818	2,493,230
First year 1934.....	21	3,818	2,493,230
First year 1935.....	21	3,818	2,493,230
First year 1936.....	21	3,818	2,493,230
First year 1937.....	21	3,818	2,493,230
First year 1938.....	21	3,818	2,493,230
First year 1939.....	21	3,818	2,493,230
First year 1940.....	21	3,818	2,493,230
First year 1941.....	21	3,818	2,493,230
First year 1942.....	21	3,818	2,493,230
First year 1943.....	21	3,818	2,493,230
First year 1944.....	21	3,818	2,493,230
First year 1945.....	21	3,818	2,493,230
First year 1946.....	21	3,818	2,493,230
First year 1947.....	21	3,818	2,493,230
First year 1948.....	21	3,818	2,493,230
First year 1949.....	21	3,818	2,493,230
First year 1950.....	21	3,818	2,493,230
First year 1951.....	21	3,818	2,493,230
First year 1952.....	21	3,818	2,493,230
First year 1953.....	21	3,818	2,493,230
First year 1954.....	21	3,818	2,493,230
First year 1955.....	21	3,818	2,493,230
First year 1956.....	21	3,818	2,493,230
First year 1957.....	21	3,818	2,493,230
First year 1958.....	21	3,818	2,493,230
First year 1959.....	21	3,818	2,493,230
First year 1960.....	21	3,818	2,493,230
First year 1961.....	21	3,818	2,493,230
First year 1962.....	21	3,818	2,493,230
First year 1963.....	21	3,818	2,493,230
First year 1964.....	21	3,818	2,493,230
First year 1965.....	21	3,818	2,493,230
First year 1966.....	21	3,818	2,493,230
First year 1967.....	21	3,818	2,493,230
First year 1968.....	21	3,818	2,493,230
First year 1969.....	21	3,818	2,493,230
First year 1970.....	21	3,818	2,493,230
First year 1971.....	21	3,818	2,493,230
First year 1972.....	21	3,818	2,493,230
First year 1973.....	21	3,818	2,493,230
First year 1974.....	21	3,818	2,493,230
First year 1975.....	21	3,818	2,493,230
First year 1976.....	21	3,818	2,493,230
First year 1977.....	21	3,818	2,493,230
First year 1978.....	21	3,818	2,493,230
First year 1979.....	21	3,818	2,493,230
First year 1980.....	21	3,818	2,493,230
First year 1981.....	21	3,818	2,493,230
First year 1982.....	21	3,818	2,493,230
First year 1983.....	21	3,818	2,493,230
First year 1984.....	21	3,818	2,493,230
First year 1985.....	21	3,818	2,493,230
First year 1986.....	21	3,818	2,493,230
First year 1987.....	21	3,818	2,493,230
First year 1988.....	21	3,818	2,493,230
First year 1989.....	21	3,818	2,493,230
First year 1990.....	21	3,818	2,493,230
First year 1991.....	21	3,818	2,493,230
First year 1992.....	21	3,818	2,493,230
First year 1993.....	21	3,818	2,493,230
First year 1994.....	21	3,818	2,493,230
First year 1995.....	21	3,818	2,493,230
First year 1996.....	21	3,818	2,493,230
First year 1997.....	21	3,818	2,493,230
First year 1998.....	21	3,818	2,493,230
First year 1999.....	21	3,818	2,493,230
First year 2000.....	21	3,818	2,493,230
First year 2001.....	21	3,818	2,493,230
First year 2002.....	21	3,818	2,493,230
First year 2003.....	21	3,818	2,493,230
First year 2004.....	21	3,818	2,493,230
First year 2005.....	21	3,818	2,493,230
First year 2006.....	21	3,818	2,493,230
First year 2007.....	21	3,818	2,493,230
First year 2008.....	21	3,818	2,493,230
First year 2009.....	21	3,818	2,493,230
First year 2010.....	21	3,818	2,493,230
First year 2011.....	21	3,818	2,493,230
First year 2012.....	21	3,818	2,493,230
First year 2013.....	21	3,818	2,493,230
First year 2014.....	21	3,818	2,493,230